1.2 Airport Inventory

This section summarizes the existing facilities at Simsbury Airport. Airport facilities are often described as either airside or landside. Airside (or airfield) facilities include those directly used by aircraft during takeoff and landing, such as runways, taxiways, lighting, and instrumentation. Landside facilities include support buildings and structures, such as aircraft hangars and parking (tiedown) aprons, automobile parking lots, and access roads. The existing airside and landside facilities at Simsbury Airport are summarized below and illustrated on Figure 1-1.

Airside Facilities Overview

Runway 3-21 is the main airside facility at Simsbury Airport. The runway extends 2,205 feet in length and 50 feet in width on a north-south alignment. There is a displaced threshold[1] on Runway 21 of 270 feet. The runway is served by two exit taxiways to at the middle of the runway[2]. The runway and taxiway pavement is suitable for small aircraft and was last rehabilitated in 1996.

Runway 3-21 is equipped with non-standard Low Intensity Runway Lights (LIRL), threshold lighting on each runway end, and a lighted windsock surrounded by a segmented circle to the east of the fabric hangars.

Pilots may fly under two different flight rules depending on flight type and weather; Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). Assuming the weather is above the minimums specified by the FAA, a majority of the pilots flying into Simsbury Airport are flying VFR. If the weather deteriorates, pilots must fly under IFR. Under IFR, an instrument approach is required to land at an airport for safety reasons. There is currently no approved instrument approach (IAP) to Runway 3-21. However, Bradley Approach Control will assist pilots landing at Simsbury Airport during both visual and marginal IFR conditions, as described below.

Bradley Approach will direct traffic in both non-standard VFR approaches and partial IFR approaches. The VFR approach is flown using the 252 radial off the Bradley (BDL) VOR[3]; pilots are advised to contact BDL Approach 20 nautical miles from the Airport, and then follow radar vectoring as directed. When conditions allow, pilots may request the ILS[4] Runway 6 approach into Bradley International Airport for directional heading as the runways at both Airports are

1 A runway marking that is located at a point on the runway other than the beginning of the runway pavement, where aircraft are permitted to taxi and take off, but not land.
2 The exit taxiways connect to the T-hangar and terminal facilities to the west of the runway and to the fabric hangars to the east of the runway.
3 Very High Frequency Omnidirectional Range, a ground-based navigation aid transmitting very high frequency (VHF) navigation signals 360 in azimuth, on radials oriented from magnetic north.
4 Instrument Landing System, a radar-based system allowing ILS-equipped aircraft to find a runway and land.

similar in alignment. Pilots are requested inform BDL Approach of their intentions to cancel the IFR approach when the Simsbury Airport is in sight.

Landside Facilities Overview

The landside facilities at Simsbury Airport consist of two conventional (or open-bay) hangars (Hangars 1 & 2), two eight-bay T-hangars (Hangars 3 & 4), eleven fabric hangars, an office, a fuel farm, and a small paved apron area. Although, ARA owns the land the airport facilities are on, a majority of the buildings are privately owned and operated. Airport Table 1-2 summarizes the Airport's existing landside facilities (see Figure 1-1). Hangars 3 and 4 are operated by a Hangar Association. Each bay owner pays a monthly fee to the Association for the overall upkeep on the hangars.

TABLE 1-2 – EXISTING LANDSIDE FACILITIES		
Airside Facility	**Figure 1-1 Label**	**Ownership**
Hangar #1	1	ARA
Hangar #2	2	ARA
Hangar #3	3	Individual Owners, Hangar Association
Hangar #4	4	Individual Owners, Hangar Association
Fabric Hangars (11)	5	Individual Owners
Office Building	7	ARA
Fuel Farm (Avgas)	8	ARA
All land is owned by Airport Realty Associates, Inc		

1.3 Airside Facility & Pavement Inspection

A visual inspection of the existing airside facilities and paved areas at Simsbury Airport was performed on November 16, 2007. Appendix A provides a detailed overview of the inspection findings and describes the current condition of each facility. A summary of the findings and preliminary recommendations is provided in Table 1-3 below.

TABLE 1-3 – EXISTING CONDITIONS			
Airside Facility	**Condition**	**Issues**	**Short-Term Recommendation**
Runway 3-21	Fair	Isolated longitudinal cracking (1/2' 'to 3/4" wide) along the pavement joints, transverse cracking (3/4" to 4" wide) along entire length of Runway 3-21	Saw cut existing cracks, Fill cracks with pavement
Main Apron (near office)/Hangars	Good	Isolated Transverse and longitudinal cracking (3/4'' wide)	Seal cracks
Taxiway (1)	Good	Isolated Transverse and longitudinal cracking (3/4'' wide)	Seal cracks
Taxiway (2)	Good	Isolated ponding	None

In the short-term, all of the Airport's paved areas can be adequately repaired with crack sealing or other minor rehabilitation. However, the runway will likely require a reconstruction and the taxiway and apron pavements will likely require a "mill & overlay" (rehabilitation) within the next 10 years.

Runway Transverse Cracking

Segmented Circle

Appendix A identifies additional airside recommendations, including:

- Install lighting consistent with FAA Standards
- Paved segmented circle
- Install runway hold position markings and signage
- Paint taxiway centerline markings
- Existing drainage system maintenance
- Pave driveway to fabric hangars

Overall, the Airport's airside facilities and paved areas are in fair condition. The recommendations are typical for an airport of this size and character, and would be eligible for FAA funding (under Town ownership of the Airport). The Airport Capital Improvement Plan (Section 2.3) lists the phasing, cost estimates, and funding source for each recommendation.

1.4 Structural Building Assessment

A visual assessment of the existing structures at Simsbury Airport was performed on November 16, 2007. Appendix B provides a detailed overview of the assessment findings and describes the

current condition of each structure. A summary of the findings and preliminary recommendations is provided in Table 1-4 below.

TABLE 1-4 – CONDITION OF EXISTING STRUCTURES			
Airside Facility	**Figure 1-1 Label**	**Condition**	**Preliminary Recommendations**
Office Building	7	Poor	Replace roof, repair water damage, install handrails on stairs, replace exterior deck, pest inspection, fire code review, replace basement posts, epoxy crack in basement wall
Hangar #1	1	Poor	Inspect structure and bi-fold door, clean gutters, remove tree, replace roof
Hangar #2	2	Poor	Remove rust and repaint, install gutters, lower grade/slope, remove tree
Hangar #3	3	Fair	Repair hangar doors, remove rust, apply cold galvanizing compound, install gutters
Hangar #4	4	Fair	Remove rust, apply cold galvanizing compound, and install gutters
Hangar #5 - 15	5	Good	Re-grade, base plates re-grouted, foundations and anchor bolts verified for adequacy, repair covers

As shown in Table 1-4, most of the structures at Simsbury Airport are in poor condition and require significant repairs. Some of the repairs are needed for structural and safety reasons. The Town would need to fund the preliminary repair costs, unless ARA completed repairs on the buildings owned by the ARA prior to the sale of the Airport (which could be negotiated as part of the purchase agreement). The Airport Capital Improvement Plan (Section 2.3) lists the phasing, cost estimates, and funding source for each recommendation.

Fabric Hangars

T-Hangars

1.5 Environmental Review

This section provides a preliminary review of the environment surrounding Simsbury Airport, including a discussion of land use and zoning, endangered and threatened species, historic and cultural resources, and wetlands. The information below will be considered during the Airport Development Review (Chapter 2). A more detailed environmental review is provided in Appendix G.